

CLAIMS

1. A vehicle with a central locking system for at least vehicle doors, with which system an electrical switch for changing the central locking system over to a locking or an unlocking state is associated, and an opening lever, which is pivotably disposed at an inside at least of one vehicle door, for opening thereof, wherein the switch is associated with the opening lever inside the vehicle door such that, when the opening lever is pivoted out of an inoperative position into a first switched position, it effects a locking or an unlocking state of the central locking system, and the locking or unlocking state is maintained until the opening lever is again pivoted into its switched position.
2. The vehicle according to Claim 1, wherein, when pivoted out of the inoperative position into a mechanical opening position for the vehicle door, the opening lever passes through a second switched position in which the switch generates a signal for changing the central locking system over to the unlocking state.
3. The vehicle according to Claim 1, wherein the switch is integrated into a mechanism of the opening lever.
4. The vehicle according to Claim 2, wherein the switch is integrated into a mechanism of the opening lever.
5. The vehicle according to Claim 1, wherein the switch is associated in a rotationally rigid manner with a pivot pin of the opening lever.
6. The vehicle according to Claim 2, wherein the switch is associated in a rotationally rigid manner with a pivot pin of the opening lever.

7. The vehicle according to Claim 3, wherein the switch is associated in a rotationally rigid manner with a pivot pin of the opening lever.

8. The vehicle according to Claim 4, wherein the switch is associated in a rotationally rigid manner with a pivot pin of the opening lever.

9. The vehicle according to Claim 1, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

10. The vehicle according to Claim 2, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

11. The vehicle according to Claim 3, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

12. The vehicle according to Claim 4, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

13. The vehicle according to Claim 5, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

14. The vehicle according to Claim 6, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

15. The vehicle according to Claim 7, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

16. The vehicle according to Claim 8, wherein the opening lever automatically returns from its switched position and the opening position to its inoperative position.

17. The vehicle according to Claim 9, wherein the opening lever returns in spring-loaded fashion to the inoperative position.

18. The vehicle according to Claim 10, wherein the opening lever returns in spring-loaded fashion to the inoperative position.

19. The vehicle according to Claim 11, wherein the opening lever returns in spring-loaded fashion to the inoperative position.

20. The vehicle according to Claim 12, wherein the opening lever returns in spring-loaded fashion to the inoperative position.